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THE DECATUR HERALD.

TWENTY-FOURTH YEAR.

DECATUR, ILLINOIS, TUESDAY, JULY 5, 1904.

SEVEN HUNDRED FIND DEATH IN THE SEA

Steamship Norge Struck on Rocks Off Scot-
tish Coast and Sunk Within Twelve
Minutes

BUT FEW PASSENGERS ESCAPED

Scenes of Despair Witnessed as Victims Waited the Sinking of
the Ship—Women Cried and Praye and Men Cursed

London, July 5—2:45 a. m.—Of the 773 souls on board the steamer Norge, 128, including Captain Gundel, are known to have been saved up to this hour. One of the children died in the life boat which brought others to safety. Of the missing 645 persons 500 still hope of being saved.

The hours in the wreck itself grew with each survivor's account. Captain Gundel's statement which reads like an affidavit from the dead, for he went down with his ship, maintains that the Norge struck and sunk on a rock 12 miles south of Rockall. The two survivors are spending the night at Stornoway, many of them in a boat. The majority of the twenty-six hundred at Grimsby have arrived at Liverpool from whence they will sail on the Cunard line steamer Saxonia which leaves tomorrow for Boston.

Vessels are searching in the vicinity of Rockall for survivors. The chief hope lies in Captain Gundel's statement that seven lifeboats got safely away.

Grimsby, England, July 4—A long plume of granite rising sheer out of the Atlantic 250 miles from the Scottish mainland is now a monument to almost 700 dead. The bodies were washed against the rock or lie in the ocean bed at the bottom, nearly all completely hidden in the water. The crew of the American liner Norge which was carrying 800 Danes, Norwegians, Swedes and Finns to join relatives or friends in America, of these only about 130 were saved.

Most Appalling.—No tragedy of the sea has had more appalling consequences than one which occurred in a shorter time. The passengers were torn from their sleep, terrified by the roar of the bows of the ship, while still half asleep, followed by a grinding rasping sound, as if the hull was being shored over huge rocks. Then silence, as the clanging bells brought the engines to a stop. Those passengers who were standing at the time the steamer struck were thrown against bulkheads or on deck and had not received their feet when a single voice gave the terrifying order, "All hands on deck! Hurry, or you may sink!"

Mad Rush.—Immediately there was a rush for companionship and men, women and children pushed and struggled and made every other effort to reach the deck where beds swung from the davits.

Many persons, retaining their presence of mind, seized life preservers only to find themselves instances that the strings were rotten and unable to be quickly put around their bodies. Those who reached the deck saw the nose of the Norge pointed directly against the rock. It remained there only a few minutes for Captain Gundel gave orders to reverse the engines. Some of the engineers forced relatives among the passengers and after seeing them harnessed to the boats, heroically returned to their stations below.

Slowly the ship backed off and as she gained way it was found the water was pouring into her hold. This unmerciful battering on the sea enabled and pressuring death added to the supreme fright and agony. Passengers who had been in the boats were the fortunate ones to live death near clutched in the vicinity of the south end, struggling half-naked on their knees praying, surrounded by children, other supplicating and crying out and shouting for permission to enter the boats, shouting and tearing their way to places from which none were being lowered.

Useless Life Preservers.—The sound of the grinding ceased as the bow of the Norge came to a standstill. The sea was so high that the huge reefs to do in the iron hull. Swiftly the vessel began to sink by the bows. Without waiting to see what would happen, the passengers, without paying attention to the proper manner, began to pull over the boats. The starboard life boat began slowly to fall when to the horror of those aboard the stern broke, failed, and the boat fell into the water.

Killed or Drowned.—Soon the boat was almost completely submerged. Those who were in danger desparately to the sides of the great wave struck the boat, smashing it against the side of the ship. Occupants who were not killed by impact were thrown into the water. The crew and passengers on deck had no time to spare to assist. How few who had a chance to escape but did not do so, either by the experience of the first boat, a second, loaded principally with women and children was lowered. Then the tide ran smoothly, but the hopes of escape of passengers were blotted. The moment it touched the water, we picked up the small craft as if it had been a feather and dashed it against the side of the ship in spite of the frantic efforts of the passengers to tend off. The crash was heard on deck. Then the sea swallowed more victims and pieces of wreckage slowly drifted towards the rock.

The upper deck of the Norge at the time of the disaster to the second boat was only 100 feet from the water and it was impossible to even count that only a few minutes more and she would be plunged beneath the waves. Blasphemers.

In the final crisis those who were

men been at work at each boat more would have been saved.

Some of the crew were worse than the passengers and but for the officers would have put off in boats themselves.

Threatened With Death.

"These were driven back and threatened with death unless they obeyed orders. The captain never left the bridge but he shouted so many orders that he did not know what to do. Therefore I started to the third mate. Together we jumped into a small boat just before the vessel went down, but we did not think so many were left behind as appeared on the water when the Norge sank. Those remaining on board were chiefly women and children. I saw only two other boats after one little boat, easy carrying sixty persons, and the other a smaller boat, carrying possibly forty. No other boats got away; though there were eight on board."

CAPTAIN WAS SAVED.

Chief Officer of Norge Tells Thrilling Story of Escape.

Stornoway, Scotland, July 4—Thirty-two survivors of the steamer Norge were landed here today by the British steamer Cervona. The seventy survivors were in a pitiful condition. Many were taken to hospitals and most of them had to be carried ashore.

They were taken aboard and he took command, and stayed for St. Kilda, one hundred and fifty miles distant. Continuing he said:

"Saturday morning we saw a large schooner rigged steamer about four miles distant. We put up a blanket on an oar, but the steamer passed on without taking any notice of us.

"Sunday morning a bark passed some distance off but with the same result.

"About 12 o'clock Sunday land was sighted and the drooping spirits of all were revived. It proved to be St. Kilda.

"Some time afterwards a steamer was noticed coming from the west bearing down upon our boat. She proved to be the Norge, and at six o'clock we were safe on board."

Quinn vigorously defended his course in the steam convention and John P. Hopkins, who was chairman of the delegation, and illegal substitution in the convention secretaries of names of men not elected or even submitted to state delegations as delegates to the national convention.

The dead:

OBALD ST. PIERRE, Montreal, Quebec;

L. A. EISCHTADT, Chicago.

MRS. C. J. LUTHER, Milwaukee.

JACOB BARDER, Park River, N. D., democratic delegate.

JAMES SANFORD, Decatur, engineer.

CHARLES GALLAIS, Chicago.

FLORENCE SMITH, Chicago.

MRS. A. PERKINS, Chicago.

RICHARD NOACK, Arlington Heights, Ill.

HARRY DIETRICH, Chicago, labor union official.

H. R. GROVES, train dispatcher, UNKNOWN WOMAN, weights about 180, black skirt, satin waist, burned to death.

I. R. MILLS, collector of internal revenue, Decatur.

W. H. SMITH, Decatur, fireman.

UNKNOWN COLORED MAN, porter.

UNKNOWN MAN, 220 pounds, black hair, probably from Kansas.

WILLIAM BAYLIS, a Greek, Maywood, Ill.

J. B. DOBERTS, Catlin, Ind.

REV. N. M. MILLS, Bridgeport, Ky.

HEARST HANGS ON.

Friends Will Vote For Him As Long As He Lives in the Field.

St. Louis, July 4—The greatest part remained buoyant during the day and his maimers say all delegates informed and pledged would stand firm and vote for Hearst to the last. They were assured by J. P. Hopkins of the Illinois delegation that Hearst would receive the solid vote of Illinois as long as he was in the field.

The Injured.

S. A. ASQUITH, Waterloo, Iowa, internal.

William Archibald, Homestead Falls, N. Y., cut about head.

George Archibald, Homestead Falls, N. Y., broken leg.

William Bills, Chicago, fatally injured.

Mrs. Carolyn, 532 Jefferson street, Milwaukee, Wis., cut.

Gleason S. Ellis, Milwaukee, Wis., wrist broken, badly cut elsewhere.

James Fizzell, Taylorville, Ill., leg and arm broken, an umbrella driven into him.

Henry Gassaway, 605 Washington avenue, St. Louis, Mo., left arm broken, internally injured.

Joseph Orlen, Chicago, chief bailiff Sheriff Barrett's office, legs slightly injured.

Alois Gehrig, 4838 Ashland avenue, Chicago, legs crushed.

Mrs. Therese Gehrig, cut about head and eye, severe internal.

Willie Gehrig, 4 years old, cut on hand.

Mrs. Anna Keaven, Kingston, N. Y., flesh torn off right leg from the knee to the ankle.

Mrs. Gertrude Kitt, 1548 Wabash avenue, Chicago, bruised and burned, Mary, 10-year-old daughter of Mrs. Kitt, burned badly.

Henry Kitt, 12 years old, burned.

Wilcox Kunoch, 757 Sedgwick street, Chicago, both legs crushed.

Al Livingston, collector on train, internal injuries.

G. S. Macomber, Perry, N. Y., injured face and hand.

Miss Hubbard Neck, Arlington Heights, Ill., badly burned.

Henry Ring, Cincinnati, O., head crushed and burned, probably fatal.

James P. Roberts, Catlin, Ill., slight internal injuries.

J. H. Rose, Riverdale, Cal., internal injuries.

Miss F. Rubens, 4246 Calumet avenue, Chicago, slightly injured.

William J. Schrader, Warner hotel, Chicago, ribs and back injured.

Frank Smith, Chicago, legs crushed.

Mrs. S. L. Smith, 215 Sixty-fifth place, Chicago, badly burned.

Miss Smith, 217 Sixty-fifth place, Chicago, slightly injured.

E. F. Teague, Ada, Okla., bones sprained.

Drew, Walter Stead and Frank Ward, Princeton, N. J., July 4—Walter Stead and Frank Ward, sons of the late George Ward, were severely injured when a trolley car ran over them at Princeton, N. J., yesterday afternoon.

The selection of John Sharp Williams for temporary chairman seems to give general satisfaction. No determination has been reached as to who will be permanent chairman, but it is generally believed that he will be appointed by the committee on permanent organization before a selection is made.

Developments today before the national committee also indicates Bryan will be in evidence when the committee on credentials reports. Bryan was engaged during the day with a number of them representing associations for presidential nomination. He discussed the situation with all but committed himself to none. The North Carolina delegation insisted Bryan should stand on the definite platform whether it was his purpose to be on the ticket in case it should not be on the ballot.

He only replied he would answer the question when the ticket was named.

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